



AMERICAN OBSERVER

News and Issues—With Pros and Cons

VOLUME 24, NUMBER 37

WASHINGTON, D. C.

JUNE 13, 1955

Here and Abroad

People—Places—Events

WHAT RUSSIA WANTS

What will the Russians want to talk about at the meeting this summer with President Eisenhower and heads of the British and French governments? *New Times*, Russia's foreign affairs magazine, gives a possible clue. In a current article, it lists such world problems as ending the "cold war," withdrawal of occupation troops from Germany, and settlement of Far East troubles. The paper also urges freer international trade regulations, and the development of cultural relations between all countries.

SOUTH AFRICAN COAL

The Union of South Africa is well known as the world's leading producer of diamonds. The jewels are still important, but coal mining brings in more money. South African coal production is now more than 30 million tons a year, about twice what it was in the years before World War II.

UNDERWATER TELEVISION

Canada and the United States plan to use undersea television this summer to find the best places for landing radar equipment on Baffin Island in the Canadian Arctic. An undersea diver, directed by a surface crew, will operate the TV camera in surveying island approaches. A radar system on Baffin will be part of a chain being built across the Arctic to guard against surprise air attack in the event of war.

A LOT OF MAIL

The United States sold 300 million dollars' worth of 3-cent stamps in 1954. That is enough stamps to mail 10 billion letters.

U. S. POPULATION UP

Our population, which is increasing at the rate of about 2,700,000 persons a year, recently reached 165,000,000.

NEW TYPE OF AID

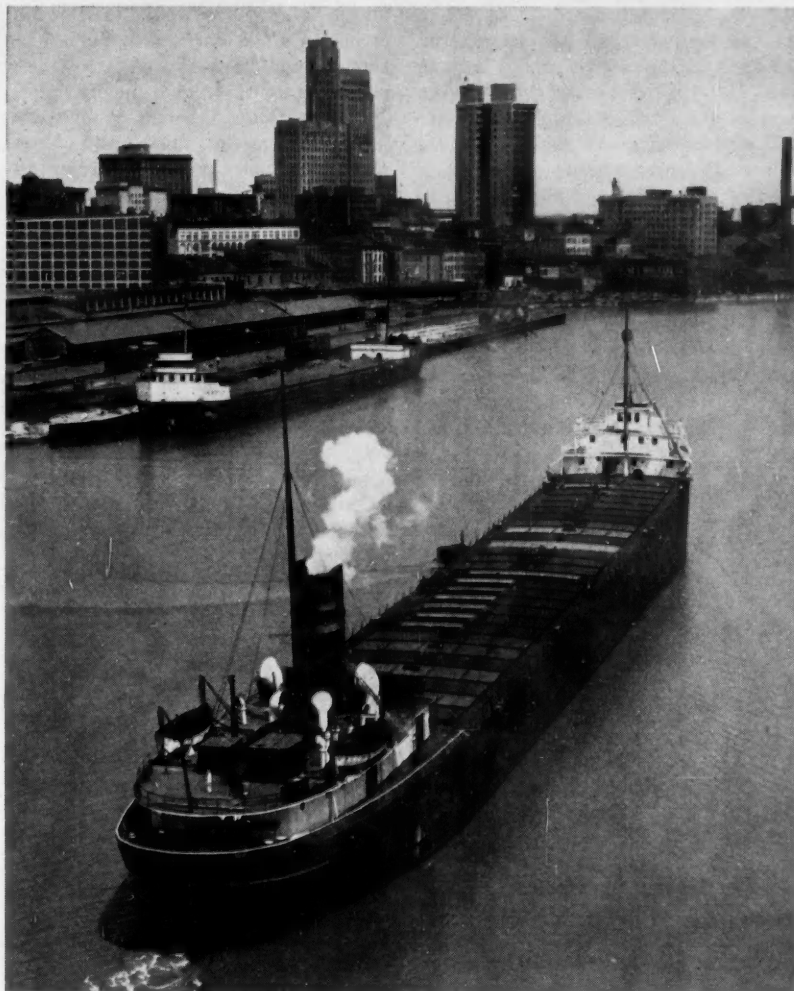
The United States has given both military and economic aid to Turkey, one of our allies against communism. American labor specialists now are giving advice on organizing labor unions, which have been legal in Turkey only since 1947.

WORLD SCOUT MEETING

Close to 10,000 Boy Scouts from the United States and 32 other countries are expected to attend the eighth World Scout Jamboree at Niagara-on-the-Lake, Ontario, Canada, August 18 to 28.

ITALIAN EMIGRATION

Italy is a crowded land of around 47 million people. In search of greater opportunity to improve their living standard, more than a million Italians have emigrated since World War II. Most of them have gone to Argentina, Australia, Canada, Brazil, Venezuela, France, and Belgium.



GREAT LAKES VESSEL. Lake cities expect their shipping business to increase considerably when the St. Lawrence Seaway project is finished.

Lake Area Prepares for St. Lawrence Sea Route

Despite Controversy, Work Proceeds on Channels That Will Permit Large Vessels to Reach Inland Ports

ACTUAL construction work to enlarge and deepen the St. Lawrence Seaway is now in progress, after a political debate lasting more than 30 years. The job is being done jointly by the United States and Canada. The Canadians have long favored the enterprise, and for a while it looked as if they might go ahead and complete it by themselves. In the United States there are numerous opponents of the project, but last year Congress authorized U. S. participation.

What is the aim of the St. Lawrence Seaway? As a first step toward answering this question, let's review some points of history and geography.

When early explorers began to probe the edges of North America, they found the St. Lawrence River and used it as a route to the interior. (Some even hoped it might lead to the other side of the continent.)

Ever since, the long waterway chain consisting of the St. Lawrence and the Great Lakes has played an important part in the history and development of America. Two and a half centuries ago, long before the United States and

Canada became free nations, colonists began to dig canals and construct locks along the big river so as to raise its value as a route for commerce.

Taken as a whole, the St. Lawrence and the Great Lakes provide a waterway extending more than 2,000 miles into North America. This passage touches some of the most highly industrialized areas on earth. The St. Lawrence itself now carries roughly a third of Canada's foreign trade.

Large ocean vessels from the Atlantic can move upstream as far as Montreal, Canada, a thousand miles from the open sea. Also, sizable ships can navigate the entire Great Lakes system. But such vessels cannot move freely back and forth between the lakes and the deep portion of the St. Lawrence.

There is a bottleneck which prevents all but the smallest ships from traveling the full length of the waterway, from the Atlantic Ocean to such western lake ports as Chicago and Duluth. To make this entire journey, a boat must be small enough to use the shall-

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Belgian Congo Is Prosperous Land

Colonial Area in Center of Africa Is Making Rapid Economic Progress

YOUNG King Baudouin of Belgium is just winding up a four-week tour through the Congo, his country's big African colony. He is the first Belgian monarch in nearly 30 years to visit the tropical possession, which is 77 times the size of the motherland. Happy throngs cheered the king wherever he went.

The gaiety of the Congolese was not entirely due to the visit of their 25-year-old monarch. Beneath their high spirits was the knowledge that they are now getting along well, and have an excellent chance of further improving their lot. No African land has brighter prospects than the sprawling Congo.

A fantastic region where gleaming cities are rising from the jungles, the Belgian Congo is about equal in area to that part of the United States east of the Mississippi. Except for a narrow corridor that leads to the Atlantic, the Belgian colony is landlocked in the heart of Africa. To the north lie French possessions, to the east and southeast are British-controlled regions, and to the southwest is the Portuguese colony of Angola.

Along the northern boundary of the Belgian possession for many miles runs the mighty Congo River, a muddy, crocodile-infested stream which serves as a highway into Africa. Once the long series of cataracts 100 miles from the river's mouth is passed, the Congo is navigable for 1,200 miles.

Dense tropical forests cover most of the northern half of the Belgian Congo. The climate is hot and humid there, and elephants and gorillas roam through the jungles. The southern Congo is less forested with many open grasslands. The eastern highlands are pleasantly cool.

In the east, too, is the mountainous—but densely populated—little territory of Ruanda-Urundi. At one time a German colony, it is now under United Nations trusteeship. Administered by Belgium, Ruanda-Urundi is tied closely to the Congo.

About 13 million natives and some 90,000 people of European descent make their homes in the Congo. Until recent times, the natives lived under the most primitive conditions. As members of various tribes, they lived in crude huts, killed animals for food with spears, and were treated for their ills by witch doctors. They spoke any one of more than 100 different languages, and were completely unaware of the world outside the forest and jungle.

But the impact of western civilization has been felt in the Congo in recent years. While many natives still

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Lake Area Prepares for the St. Lawrence Seaway

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low channel, only 14 feet deep, that extends between Montreal and the eastern end of Lake Ontario.

The chief aim of the St. Lawrence Seaway project is to deepen this shallow portion of the river, and thus open the Great Lakes to large ships from the Atlantic.

Another objective is hydroelectric power. Part of the river deepening will be accomplished through construction of huge dams near Massena, New York, and Iroquois, Ontario. Besides creating deep lakes for easy navigation, these dams will enable a new powerhouse near Massena to generate vast quantities of electricity.

The power project, including con-

years by sizable vessels from Europe and other lands overseas.

There are many people, however, who do not believe that the seaway—as now blueprinted—will live up to its boosters' expectations. In general, the same groups which fought hard to keep the United States from taking part in the St. Lawrence project are still expressing grave doubts as to its value. They argue:

"The plans that are now being followed, in connection with this seaway, were outmoded long before the present construction job was begun. Many of our American merchant ships will find the 27-foot channel too shallow. Foreign vessels, in general, are smaller

rine of the United States now on the seas, to say nothing about the present shipping on the Great Lakes."

"Sometime in the future, conditions might arise which would justify construction of a larger channel. We should then have to judge any new proposals on their own merits.

"It is strange to hear our opponents first declaring that the seaway as now planned will be outmoded and perhaps nearly useless, and then in the next breath complaining that it will take too much business away from the east coast ports and the railroad companies. They can't have it both ways.

"The seaway enterprise will boost the prosperity of our nation as a whole.

Meanwhile, despite continuing opposition, work goes ahead on the seaway project. At the same time, many cities in the Great Lakes area are making careful studies to see how they can best take advantage of the new waterway when it is completed.

Major harbor-improvement projects are already under way in certain of the lake cities, including Duluth, Milwaukee, Cleveland, and Toronto. Extensive plans are being drawn up and discussed in many others, such as Chicago, Detroit, Toledo, Erie, and Buffalo.

Business leaders in such localities feel that harbor facilities must be expanded, so that the ports will be ready to handle a larger volume of shipping when the present St. Lawrence Seaway project is completed. Work that is being done or planned includes the deepening of many harbors, the construction of new docks and warehouses, and the improvement of roadways at various ports. National, state, local, and private funds—totaling hundreds of millions of dollars—will be spent on such jobs.

From Many Lands

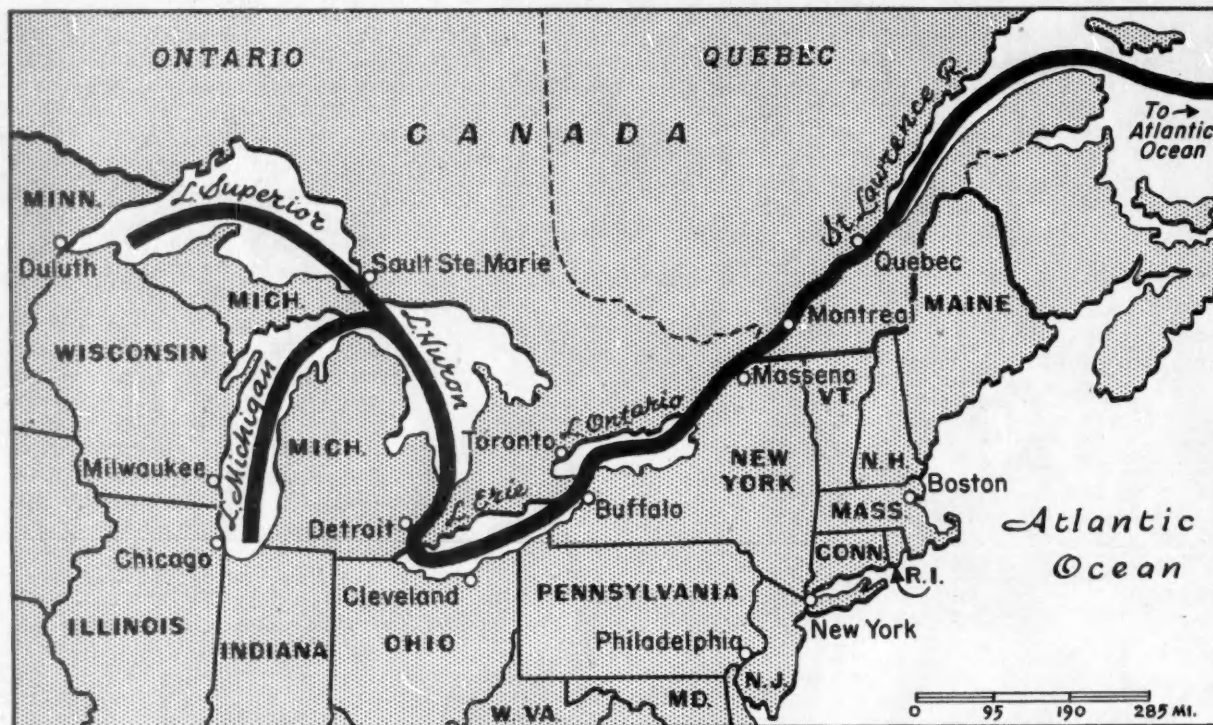
As we have noted already, there is disagreement on how much additional shipping business will be brought into the Great Lakes as a result of the St. Lawrence Seaway project. Quite a few shallow-bottom boats already operate between European and Great Lakes ports, by way of the St. Lawrence. Shipping firms in Britain, France, Germany, Norway, and various other countries look forward to the time when they will be able to send larger vessels over this same route.

Sports cars from Britain, chemicals and optical equipment from Germany, unusual food products from the Mediterranean region—these are among the countless items which undoubtedly will be carried into our western lake ports. For export from this continent, seagoing vessels will pick up cargoes of U. S. and Canadian grain, steel, machinery, and so on.

No matter how valuable the seaway might eventually prove to be, its development will cause real distress for certain groups of people—principally Canadian—along the St. Lawrence River. These are the families whose farms and villages will be flooded when dams are constructed to deepen the upper St. Lawrence. Such people are to receive payment for the land and other property which the rising waters will soon cover, but still they do not like to leave the homes which they and their ancestors have known for many years.

There is also the problem of relocating many miles of highways and railroads. Such work is to be financed by the state of New York and the province of Ontario, in connection with their hydroelectric power project.

Regardless of whether it eventually confirms the views of its boosters or those of its critics, the St. Lawrence Seaway project is one of the most elaborate construction jobs ever undertaken on this continent. It also is among the most controversial. U. S. participation was supported by six Presidents in succession, from Harding to Eisenhower, but not until last year would Congress approve.



WHEN the St. Lawrence Seaway is completed in 1959, big ships will travel between the Atlantic and innermost ports of the Great Lakes. It is expected that electric power from the St. Lawrence project will be available by 1958.

struction of the dams, is being handled and financed by the state of New York and the Canadian province of Ontario. New York and Ontario are spending about 600 million dollars on their part of the St. Lawrence development enterprise, and in return they eventually will share the electric power that is produced.

An additional 200 million dollars' worth of dredging and construction work on the St. Lawrence Seaway project is to be done by the Canadian national government, while 105 million dollars' worth is to be handled by the United States. A part of Canada's job will be to deepen the Welland Canal, whose locks and channels enable ships to by-pass Niagara Falls between Lakes Erie and Ontario.

Several Years Needed

The St. Lawrence project is now scheduled to be completed in 1959. When finished, it will provide a passage at least 27 feet deep all the way from the Atlantic Ocean, through the St. Lawrence River and Lake Ontario, to the western end of Lake Erie.

Channels which lead farther westward—into Lakes Huron, Michigan, and Superior—aren't quite so deep, but they are big enough to handle fairly large ships. Port cities on all the Great Lakes, therefore, expect to be visited within the next half-dozen

than ours. As a result, foreign merchant fleets will get more benefit from the seaway than will those of the United States.

"As soon as such facts become apparent, seaway boosters will launch a campaign for further deepening of the channels. For them, the present St. Lawrence project represents only a beginning. Within a few years they will be urging that the seaway be deepened to 35 feet or so. The cost of this additional work will be tremendous.

"Harmful"

"In any case, the seaway will harm certain sections of our country, and some important industries. It will take business away from our Atlantic seaports, and from the railroads.

"The U. S. coal industry will suffer, too. Coal is now widely used for generating electricity in our northeastern states, but the water power to be developed in connection with the St. Lawrence project will compete with it severely."

People who favor the seaway reply: "The 27-foot channel, now under construction, is deep enough for present purposes. According to Senator Alexander Wiley of Wisconsin, in a statement last year, '27 feet is all that is needed. That depth will carry 75 per cent of the present merchant ma-

This boost will, in the long run, help even those ports and industries that expect at first to lose some of their business to the seaway."

Americans who support the project put forth this additional argument:

"A case could be made for the seaway on the basis of iron ore alone. We are becoming increasingly dependent on other countries for our supplies of this ore. Fortunately, there are vast deposits of it in Labrador.

"Iron ore can be carried by rail from Labrador to the mouth of the St. Lawrence. From that point, the new seaway will provide an economical means of carrying it to our steel mills in the Great Lakes area."

With respect to the iron ore situation, seaway opponents reply as follows:

"Not Running Short"

"The United States isn't running dangerously short of iron. We still have sizable quantities of high-grade ore, and we possess vast deposits of low-grade ore from which we can get iron just as cheaply as from Labrador.

"Even the Labrador iron can easily be shipped without use of the seaway. It can be taken up the St. Lawrence to Montreal, and then southward by rail. Or it can be shipped in ocean vessels to steel mills along our east coast."



DEPARTMENT OF DEFENSE
ADMIRAL Arleigh A. Burke

NEWSMAKER

ADMIRAL Arleigh Burke, commander of our Atlantic Fleet destroyer forces, is scheduled to become Chief of Naval Operations (CNO) on August 16. He will replace Admiral Robert Carney, who ends his two-year term as CNO this summer.

As Chief of Naval Operations, Admiral Burke will be the military head of our sea forces, and a member of the Joint Chiefs of Staff—a group which helps plan our long-range military policies.

Other members of this planning group are: Admiral Arthur Radford, chairman, who has been asked by the President to serve a second two-year term in that capacity; Air Force Chief of Staff General Nathan Twining, also nominated for another two years of duty; and Army Chief of Staff Maxwell Taylor, scheduled to start his first term as military chief of the Army July 1.

The Navy's future CNO won the nickname of "31-knot Burke" for his daring and successful attacks on Japanese sea forces during World War II. As a commander of a group of destroyers, Burke ordered his ships ahead at a speed of 31 knots to smash Japanese naval units attempting to bring reinforcements to one of their Pacific island strongholds.

Admiral Burke holds many honors, including the Legion of Merit and the Purple Heart, for his World War II exploits. He also won praise for the part he played in fighting against communist aggressors during the Korean War.

In 1949, Admiral Burke made news because of his opposition to plans for unifying the armed forces under a single Department of Defense. He lost that fight and now strongly supports the idea of having the various branches of our military services under a single Secretary of Defense.

A rear admiral before his appointment, 53-year-old Burke is one of the youngest naval officers to become CNO in our history. When he takes over his new post, he will be raised in rank to full admiral. His appointment must still be approved by the Senate.

Born in Boulder, Colorado, Burke was graduated from the U. S. Naval Academy in 1923. He later earned an advanced engineering degree from the University of Michigan. In addition to his sea duties, Admiral Burke has held a number of Navy planning jobs during his 32 years in the service. He strongly supports the Navy's new program to strengthen its aircraft carrier and submarine forces.

Historical Backgrounds -- Postal Union

IN this troubled world, it is good to realize that there is one vast organization in which nations, friendly and unfriendly, cooperate sincerely. It is the Universal Postal Union, which was set up by an international agreement on October 9, 1874, in Bern, Switzerland.

This unique postal organization is made up of 88 nations, including the United States. The member countries have agreed that the whole world is just one place when it comes to delivering letters. The postal service of each nation is at the disposal of all the others for carrying mail.

The union, says former Under Secretary of State Sumner Welles, is "as yet the most indicative and wholly successful example of international cooperation over a long period. It is a demonstration that, when international cooperation must override absolute national sovereignty, cooperation functions smoothly."

To make the postal exchange work, the union has set up uniform rates for all its 88 members. Thus an air-mail stamp in France, for a letter to New York, costs the same as one bought in New York to carry a letter to France. The union also regulates the color of stamps—green for a one-cent stamp, red for a two-cent, and blue for a five-cent. Regulations exist for registering letters and sending money orders and parcel post.

Since hundreds of millions of pieces of mail go from one country to another each year, in a vast crisscross

pattern, the union has a tremendous job. It must keep track of all these transfers. It must keep an elaborate set of books and, each year, arrange payments between countries for the postal services. This may be understood from the following example:

The United States, let us say, sends 10,000 letters to France during the course of a year. France, as a member of the union, delivers the letters



U. S. POST OFFICE DEPARTMENT
OUR POST OFFICE sorts mail from other lands just as it does letters dropped in mail boxes in this country

through her own postal system, just as promptly as she delivers her own French mail. France, in turn, sends 10,000 letters to the United States. Our carriers deliver the letters along with regular American mail.

There is no charge for delivery of the letters in the country to which they are sent. However, the Postal Union does fix rates for transporting the let-

ters between various member countries.

If France shipped her letters to us on an American plane or ship, we would be able to make a charge for transportation over the Atlantic. If France used a British ship, say, then Great Britain would be entitled to a fee. Similarly, we would be charged for the transportation of our letters to France.

Keeping track of the international shipment of mail is the highly complicated job of the Postal Union at its headquarters in Switzerland. In actual practice, not every piece of mail is counted, for that would be a burdensome task. Instead, post offices make sample counts every three years, and these are used by the Postal Union as the basis for making out bills for each country. Payments are made through the union.

Under the Postal Union agreement, it is possible to send special delivery, parcel post packages, and money orders from one country to another. You may go to any American post office and buy a money order to be sent to West Germany, say, as easily as you can buy one for mailing to someone in the United States.

The Postal Union has worked with great success for 80 years. Even Red China, although not a member, observes the union's rules in handling international mail. The cooperating members are well satisfied with the arrangement. It is a good example of how nations of the world cooperate when they wish.

Government Departments -- Defense

This is the third in a series of special features on important government offices and the men and women who run them. This week's article deals with the Defense Department, and Secretary Charles E. Wilson.

TALL, white-haired Charles Wilson was born 65 years ago in Minerva, Ohio. He decided early in life to become an engineer. A friendly railroad man, who showed young Wilson the mechanics of a steam locomotive, was partly responsible for this decision. Before celebrating his 19th birthday, Wilson was graduated from the Carnegie Institute of Technology with a degree in electrical engineering.

The young engineer then took a job as an 18-cent-an-hour apprentice at the Westinghouse Electric Company. After staying with Westinghouse for 10 years, Wilson accepted an offer to become manager of a General Motors Corporation branch factory. In 1939, he was made vice president of GM, and two years later he became president of the gigantic industrial firm.

During World War II, Wilson's plants turned out huge quantities of weapons for the nation's defense arsenal. In those years, the GM president became familiar with all kinds of defense production problems, and how to overcome them. This knowledge stands him in good stead as Defense Secretary.

Wilson thinks nothing of putting in 60 or more hours of work a week. Quite frequently the lights of his offices, in the Pentagon building across

the Potomac River from Washington, D. C., stay on far into the night. In his spare time, the Secretary enjoys swimming, golf, and fishing.

As Secretary of Defense, Wilson heads what is often called the nation's largest business establishment. The Defense Department spends billions of dollars a year for national security, employs over one million civilian workers, and supervises the activities of some 3,300,000 men and women in the armed forces. The Defense Department is by far the biggest of all government agencies.

Wilson has a number of helpers to assist him with his many duties. Deputy Secretary of Defense Robert B. Anderson is Wilson's right-hand man and helps supervise the far-flung activities of the Department. Ander-

son also acts as Defense Secretary when his chief is away on official business.

Wilson has a number of other top-flight helpers, including several officials with the rank of Assistant Secretary. One of these officials advises the Secretary on money matters. Another deals with personnel problems and sees to it that the armed forces, as well as defense industries, get the manpower they need.

Still another official advises Wilson on matters relating to overseas military aid and the defense problems of our allies. A fourth Assistant Secretary works on all legal problems that concern the department, and helps prepare proposed defense legislation for congressional consideration.

After the Defense Department was set up in 1947, it brought the former War (Army), Navy, and newly established Air Force Departments under one big agency. Each of these departments still has its own secretary who reports to Wilson.

Moreover, a group of top officers in the armed forces, known as the Joint Chiefs of Staff, advises the Defense Secretary on the nation's preparedness programs. The Joint Chiefs of Staff consist of a Chairman of the Joint Chiefs of Staff; the Chief of Staff, United States Army; the Chief of Naval Operations; and the Chief of Staff, United States Air Force. When they are considering Marine Corps matters, the Commandant of the Marine Corps meets with the four members of the Joint Chiefs of Staff as a coequal.



CHARLES E. WILSON
Secretary of Defense

The Story of the Week

Billions and Billions

In the illustrations shown on this page, you get an idea of how much a billion dollars amounts to. As one of the drawings indicates, it would take Julius Caesar, if he were still living, until 2697 to spend a billion dollars at the rate of \$1,000 a day. Uncle Sam, however, spends an average of about one billion dollars every six days throughout the year!

Congress has been asked by President Eisenhower to provide a total of some 62½ billion dollars for the fiscal or bookkeeping year beginning July 1. By the end of this month, old laws providing many government agencies with the funds they need to carry on their work expire. The lawmakers are now racing against time to pass as many money bills as possible before that deadline.

Thus far, Congress has voted funds for the Departments of Agriculture, Treasury, Interior, and Post Office. The lawmakers have also provided money for a number of smaller government agencies.

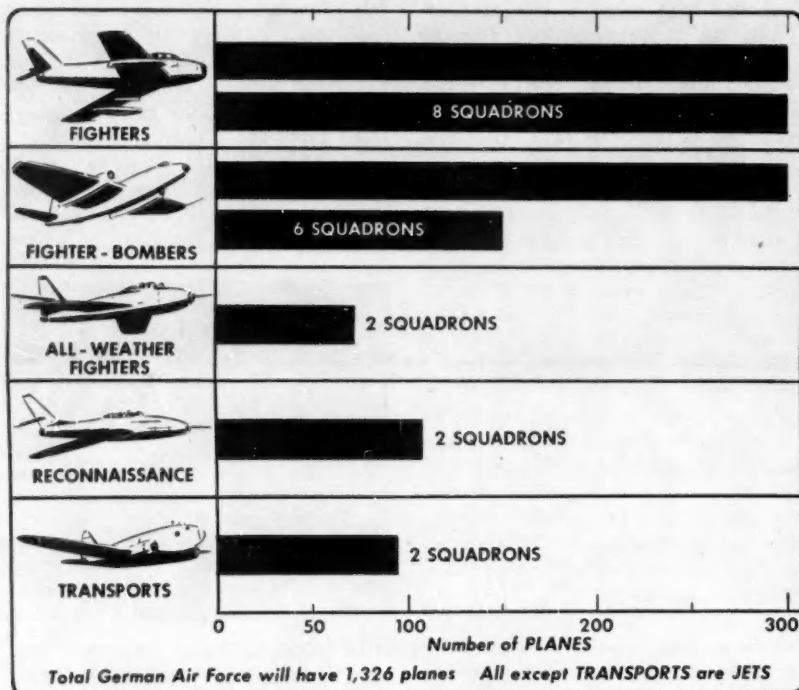
Money bills providing funds for the State and Defense Departments and some other government offices have been passed by the House. They must still be approved by the Senate. The Defense budget alone amounts to more than 30 billion dollars. Aid to other nations, mostly for defense purposes, comes to another 3½ billion dollars.

Honoring Our Flag

On June 14, 1777, the Continental Congress adopted a resolution that the flag of our country, then consisting of 13 states, should have 13 alternate red and white stripes, with a blue field containing 13 white stars. That flag was kept when our Constitution went into effect in 1789.

For a short time after the birth of our country, a new stripe as well as a new star was added for each state admitted to the Union. At one time, our flag had 15 stripes and 15 stars. In 1818, the number of stripes was fixed at 13 in honor of the 13 original states. A new star was added for each new state.

June 14, the anniversary of the adoption of our flag, has been set aside as a special day to remember and honor the nation's banner. Observances honoring the flag will be held in communities across the nation. On



NOW THAT West Germany is fully independent, she is preparing to build armed defenses. The chart shows the type of air force being planned.

this day, as well as throughout the year, we should keep in mind these and other rules governing the display of our flag:

1. The flag should be displayed in a prominent place, above any other flag or banner.
2. The flag should be hoisted briskly, and lowered ceremoniously. During the ceremony of hoisting or lowering the flag, or when the banner is passing in a parade, all persons present should face the flag, stand at attention, and salute.
3. When carried in a procession with other flags, the nation's banner should be either on the marching right, or, if there is a line of flags, in front of the center of that line.

For more details on flag etiquette, call or write the nearest post of the American Legion, or some other patriotic group.

Practice Alert

On June 15, 16, and 17, many cities across the nation will take part in a make-believe atomic and hydrogen bomb attack. At a signal, many thousands of Americans, including President Eisenhower, will head for cover.

One of the cities which will be a target in the mock bombing is Washington, D. C. In the test raid, some 15,000 government workers will rush to secret hideaways in areas from 30 to 300 miles from the nation's capital. There, they will carry on with their work in special emergency offices which are ready for use in case of trouble.

In some cities, trial mass evacuations of inhabitants will be carried out. Groups outside of the target areas will come to the aid of "bombed" cities, providing displaced persons with food, shelter, and medical care.

For Hungry Americans

The Senate is now going over a bill to provide hungry Americans with bread and cereal from Uncle Sam's stocks of surplus grains. The House has already approved the measure.

Under the House-passed bill, Uncle Sam would grind some of his surplus wheat, corn, and other grains into flour and corn meal and give it to needy persons who live in sections of the nation where there is serious unemployment.

The federal government already distributes surplus butter, cheese, rice,

skim milk, and other foods to Americans who can't afford to pay for all their needs. Under the new program, flour and cereal would be added to the foods provided to needy Americans.

A Powder Keg

North Africa is like a powder keg on which the fuse is already lit. An explosion may come at any moment.

That is the way an American newsman describes conditions in the French-supervised lands of Algeria, Morocco, and Tunisia. These French territories are seething with unrest. French troops, including some units from France's North Atlantic Treaty Organization forces, are being rushed to the region to quell outbursts of violence and terrorism.

Morocco, Algeria, and Tunisia want immediate freedom from French rule. The French are making some efforts to grant independence to the three lands, but feel that freedom of the North African territories should be brought about little by little. France argues that the North Africans aren't yet ready to govern themselves because they lack training and experience.

Morocco, Algeria, and Tunisia occupy the northwestern corner of Africa (except for small areas under Spanish rule and the tiny international zone of Tangier). They stretch for almost 1,500 miles from the Atlantic Ocean to Libya on the Mediterranean Sea. In area, they are five times the size of France.

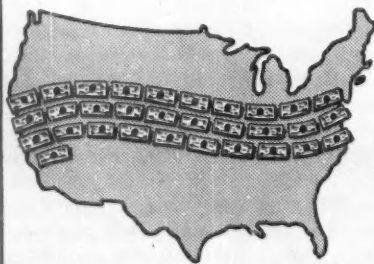
In the three French-controlled lands—about one third the size of the United States—live close to 22 million people. More than 9 out of every 10 inhabitants of the area are Arabs or Berbers. About 1,800,000 people are of European descent. Many came from France or are descendants of early French settlers.

The Europeans hold high government posts and control most of the region's industry and trade. The Arabs and Berbers deeply resent the dominant role played by "outsiders" in directing African affairs.

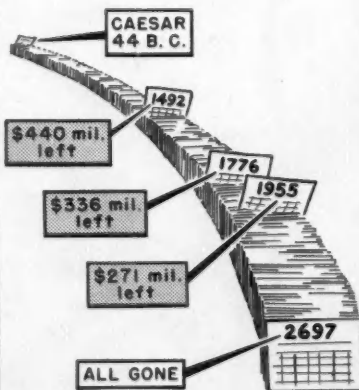
Change for Brazil?

Brazil has a presidential system of government very similar to ours. Like the United States, the big South American land elects its legislators and president for a definite period of

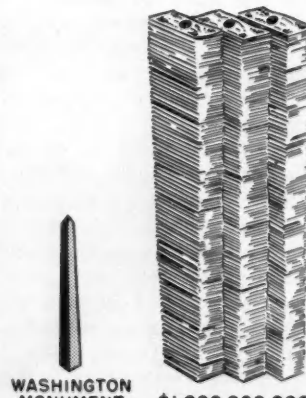
Laid end to end, a billion dollars in \$10 bills would stretch along the main automobile route from New York to San Francisco more than three times.



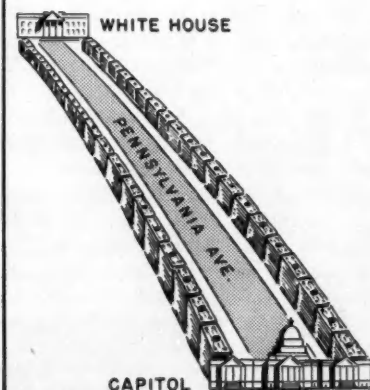
If Julius Caesar were still living, trying to spend one billion at the rate of \$1,000 a day, he would have accomplished only three-quarters of the job.

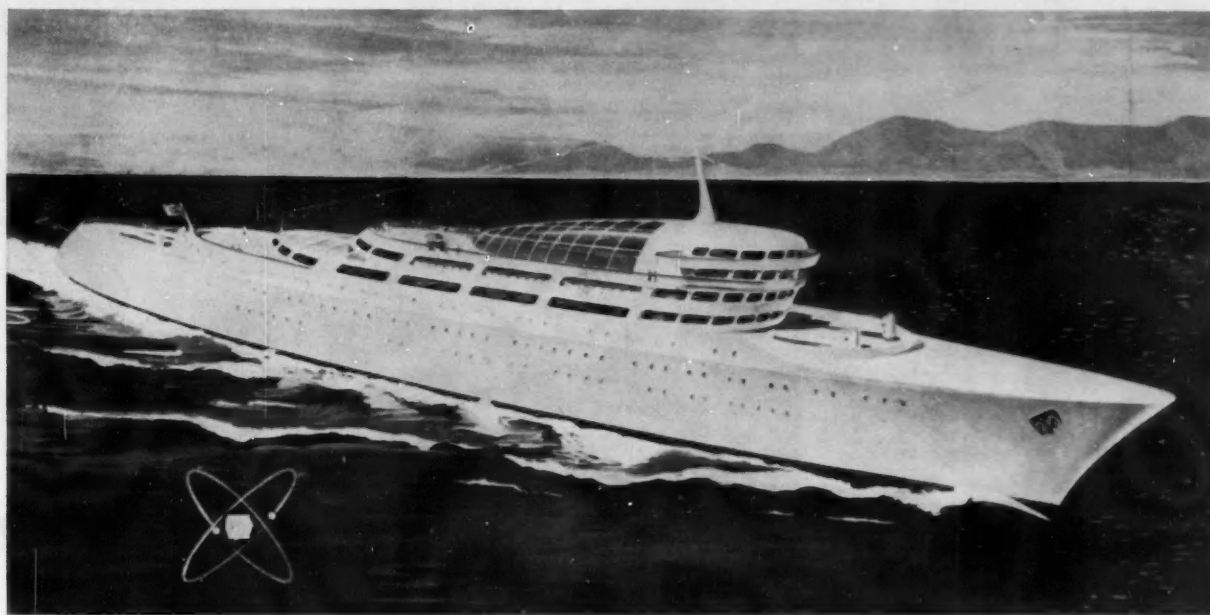


A billion in \$100 bills, piled one on top of the other, would make three stacks, each of them more than double the height of the Washington Monument.



A billion one-dollar bills would make a wall of currency almost 14 feet high from the White House to the Capitol on each side of Pennsylvania Avenue.





SHIP OF THE FUTURE? This is an artist's version of an atom-powered ship that would carry 500 passengers. Bethlehem Steel Company engineers, who worked out the plans, say that such a ship can be built.

time. Brazil's chief executive, for instance, is elected for five years, while our President serves a term of four years.

Brazil's president, like ours, has many governing powers. He suggests new laws and enforces the measures passed by the legislators.

Now, our big southern neighbor is going over a proposal to drop its presidential plan of government for a *parliamentary* one similar to that of France. Under Brazil's constitution, only a two-thirds majority vote in each of the country's two legislative houses is needed to make the change.

In the French parliamentary system, the Premier, or chief executive, is not *directly* chosen by the voters. Citizens elect members of Parliament. Then the leader of the strongest political group in the legislature becomes Premier. A President is also elected by the people but he has very few governing powers.

When a serious disagreement arises between the Premier and the lawmakers, the Premier usually resigns and allows someone else who can get more support in Parliament to take over the reins of government. In certain cases, the Premier can call for new elections in the hope that the voters will support representatives who agree with his views.

The proposed change in Brazil's government is backed by a number of prominent lawmakers in that country. Many Brazilian officials believe it will be approved before the next nationwide elections are held in October.

A Few Are Free

The families of four United States fliers, who were released from Red China's jails a short time ago, are celebrating the return of their loved ones. Other Americans are still waiting for the release of relatives held by the communists.

The freed airmen were shot down by the enemy during the Korean War two or three years ago. They were imprisoned and falsely accused as "spies" by their captors. Their release raises hopes that other Americans, also falsely charged with "espionage," will soon be freed by the communists.

The Reds still hold at least 63

United States citizens. Some of them are fliers downed during the Korean conflict. Others are civilians who were either jailed when the Reds took over China in 1949, or were captured by the communists since then. In addition, Red China is believed to be holding several hundred American soldiers who disappeared during the Korean War and are still unaccounted for.

We are determined to get Red China to release *all* imprisoned Americans. United Nations Secretary-General Dag Hammarskjöld and officials of India are also continuing efforts to free Americans from communist prisons.

Immigration Proposals

In 1953, Congress passed the Refugee Relief Act to help certain groups of foreigners, chiefly refugees from Iron Curtain countries, come to the United States. Under the law, we agreed to admit an extra 209,000 men, women, and children from abroad between 1953 and the end of 1956. This number was to include homeless orphans and close relatives of people already living in the United States in addition to refugees.

Up to the present time, comparatively few people have been able to take advantage of the refugee law. By last month, fewer than 22,000 immigrants had entered the country under its provisions. Only some 5,300 of these were actual refugees. Most of the others were people with close relatives in America.

Some of the reasons why the program has been moving so slowly are (1) the admission of each immigrant, under the refugee law, requires a tremendous amount of investigation and "paper work" to screen out possible communist spies or saboteurs; and (2) every prospective immigrant must be "sponsored" by an American citizen—that is, the citizen must guarantee that the newcomer will receive a home and a job over here.

Now, President Eisenhower wants some changes made in the refugee law to help speed up the flow of immigrants to our country. Among other changes, the Chief Executive wants to (1) reduce the requirements under which Americans can sponsor prospective immigrants; and (2) do away with some

of the paper work involved in screening those who want to enter the United States without weakening the checks designed to keep undesirable aliens out of the country.

Decision on Schools

A year ago last May, the United States Supreme Court decided that individual states could not, under our federal Constitution, continue operating separate public schools for white and Negro students. In that widely publicized decision, the tribunal said it would give definite orders for carrying out the integration of public schools at a later date.

Last month, the Court decided that its 1954 ban on segregation should be carried out on a local level. Each community is to do away with its segregated schools as smoothly as it can, within the shortest possible time. Federal courts, located within the states, will see to it that school integration is put into effect.

Separate schools for whites and Negroes have been maintained in the southern states and the District of Columbia. They have been permitted in Wyoming, Kansas, New Mexico, and Arizona.

Communities in Delaware, Maryland, the District of Columbia, and elsewhere have already begun to merge their two school systems. Other areas have been waiting for further word from the Supreme Court before acting on the matter.

Now, officials of a number of southern states are meeting to discuss ways of carrying out the Court's order on schools. In a few states, leaders say they plan to get around the Court's anti-segregation ruling if possible. One plan they have is to abolish their public education systems and let all schools be run as private institutions. Private schools are not affected by the Supreme Court decision on school segregation.

Postal Pay Boost

Mail carriers and other employees of the United States Post Office Department are almost certain to get a pay raise. A short time ago, the Senate voted to increase postal salaries by a little over 8 per cent. The House, last week, was considering a bill providing for a similar pay boost.

Last month, President Eisenhower turned down or vetoed a postal pay increase of nearly 9 per cent voted by both houses of Congress. A two-thirds majority vote in each house of Congress is needed to override the Presidential veto. Supporters of the pay boost failed to get the necessary votes to put the measure into effect against the President's wishes.

The Chief Executive says he vetoed the 9 per cent pay boost because (1) it had unfair features under which some postal workers would have received much bigger raises than others; and (2) it would have been too costly to the taxpayers.

The President has suggested a postal pay boost of slightly more than 7½ per cent. His proposal, like the one he turned down, would make the pay raise effective from last March. Though the President opposes salary increases of more than 7½ per cent for postal workers, White House officials say he would approve a bigger raise if Congress passes a new measure more in line with his suggestions. The final outcome will affect some 500,000 employees of the Post Office Department.



ROBERT MANGOLD, 17, of Pittsburgh, stands beside the television system that he built. A high school junior, he wrote to RCA for a \$150 tube to complete the set. An engineer was sent out to inspect the set and was so impressed that RCA decided to give the tube to Robert.

Belgium's Congo

(Concluded from page 1)

live in the jungles as their forefathers have done for centuries, millions of others have given up this primitive existence. Today large numbers live in bungalows on pleasant, tree-lined city streets, their children attend modern schools, and western ideas and ways of life are becoming widespread.

Today one may see native clerks expertly operating adding machines in the banks of Leopoldville, the capital of the Congo. In machine shops in the mining areas of the southeastern Congo, native workmen operate tools that call for precision to a hundredth of a millimeter. Many of the steamboats that haul freight and passengers up and down the Congo River are manned by African captains and crews.

These achievements are remarkable when judged against the background of the past 75 years. Only a generation or two back, the forebears of the people who are now operating complicated machinery were savage tribesmen, totally unacquainted with such elementary devices as the wheel, wedge, or lever.

The remarkable advances which the Congolese are making in learning western ways are part of a program which Belgium has devised to develop its colony. Belgian leaders are convinced that the key to keeping their little European nation prosperous and strong is to be found in their African possession and its rich resources.

Mineral Wealth

The Congo is a storehouse of mineral wealth. It produces more than 70 per cent of the world's cobalt (used in jet engines), industrial diamonds, and radium. The uranium which was the fuel for the first atomic bomb was mined not far from Elisabethville in the southeastern corner of the Congo. Vast supplies of copper and tin exist. Copper is the Congo's biggest money-making export.

Agriculture, too, plays its part in the country's prosperity. Palm oil, used in soap, is a highly important export. The Congo also produces sizable amounts of cotton and coffee.

Next to Belgium, the United States is the Congo's best customer. We bought 68 million dollars' worth of goods from the Congo in 1953, apart from uranium purchases. (Figures on the latter are secret.) In the same year, we sold about 83 million dollars'

worth of goods to the African colony.

The mineral and agricultural development of the Congo is being carried out for the most part by large corporations under the control of the Belgian government. Protected from competition by government regulations, the companies pay millions to their stockholders each year, and more millions to the government in the form of taxes.

A vital factor in this pattern of prosperity—Belgian leaders know—is a plentiful supply of manpower. They need trained labor to run the mines and industrial plants and to work on the plantations.

The Belgians want the workers to be satisfied. The Congo government has only to look to such lands as Kenya and South Africa to see discord between the natives and the European settlers. At the same time, it is keenly aware of the rising feeling against colonialism throughout the world—a feeling often grounded in the exploitation of native peoples by their foreign overlords.

Belgian Policies

The Belgian leaders know that if anti-colonialism and racial discord should take root in the Congo, this area, too, would become a trouble spot. They have fashioned their policies with these factors in mind.

What they are trying to do in the Congo is to keep the native people satisfied and happy, and assure an effective partnership between the Africans and the Belgian government. The theme of the program is economic progress. In effect, the Belgian leaders are saying to the Congolese: "We will help you climb up the economic ladder as quickly as possible. We will supply jobs for you with good pay, train you to fill them, furnish medical care and schools for your children, and help you get decent housing. We will see that your material needs are well taken care of."

Practically all visitors to the Congo agree that the Belgian government is carrying out these promises. By American standards wages are low, but they are far higher than in other African lands. Many native workers in the cities earn \$100 a month or more, and a year ago several hundred African workers in Leopoldville reported annual incomes of more than \$6,000.

One of the results of this policy is that a native middle class is arising in the Congo. The Belgian government is encouraging the development. A strong middle class, it is felt, makes



THE BELGIAN CONGO is 77 times larger than Belgium. The Congo's area about equals that of all of our states east of the Mississippi River.

for stability, and will help insure close ties in the future between the mother country and its African colony.

At the same time that they are pushing economic development, the Belgian overseers are going ahead in other fields. Tropical diseases, which once made great inroads in the population, have been checked. Some 40 per cent of school-age Africans in the Congo are attending school. In British-controlled areas in Africa, only 20 per cent of the native children go to school, and in France's African colonies, only 8 per cent.

Rapid Progress

The result is that the Congo natives are probably approaching western ways of life faster than any other people in Africa. Many of them today have washing machines and phonographs in their homes. Increasing numbers of city workers are buying motor scooters to replace the bicycles that so many now use to get to their jobs.

If conditions remain stable, the Congo should have a long period of prosperity. A 10-year development plan, which will cost close to one billion dollars, is being carried out. Improved transportation and water power developments are the major keystones of the plan. The construction of railroads and highways is being pushed. The Congo has an amazing water-power potential—75 per cent higher than that of the United States. Today, though, only about one kilowatt in every 45 available is "working."

The air age is helping to open the once remote Congo to the outside world. At Kamina, in the southern part of the country, is Africa's largest air base. A second huge base is now under construction a few miles from the Atlantic, near the mouth of the Congo River.

If economics were the only measuring stick, the Congo's future would be assured. There is, though, the matter

of political development. In this colony, neither the natives nor the European settlers have the right to vote. The Belgian-run government is quick to discourage participation in political matters. It takes the attitude that the natives will neither want nor need to govern themselves if they are well cared for.

Some observers are skeptical about this attitude. They feel it may be the weak point in Belgium's plans for the Congo. These observers ask: "Are bread and bicycles enough? Will material well-being satisfy the native forever? Or as time passes and living and educational standards rise further, may he not demand self-rule as so many other colonial peoples have done?"

The Belgian ruling group believes that the day is far distant when the Congolese will be able to govern themselves. Right now, it is pointed out, such concepts as "democracy" and "communism" mean nothing to these people, only a generation or two from savagery. Belgian leaders feel that if political activity were permitted now in the Congo, outside agitators—communists, for example—would be sure to stir up trouble. Economic development, they are firmly convinced, must precede political development.

As for the future, Pierre Ryckmans, Belgium's top man in the Congo from 1934 to 1947 and now his country's representative on the UN Trusteeship Council, says: "Our hope is that in the course of time, the native population will have developed to the point where it has the possibility of deciding the future for itself. Our hope is that the decision will be for continued and permanent association with Belgium on a voluntary basis."

Whether Belgium's plan will succeed, no one can say, but so far it seems to be working well. If it continues to work out well in the future, it may establish a blueprint for the development of other colonial lands.



COPPER SMELTING plant in the Congo. The area is rich in minerals.

Obeying Laws

By Walter E. Myer

"YOU ought to obey the law—every law, even the traffic regulations and the rules of your school or community." Such advice is often given, and few will question its wisdom. And yet law is frequently violated. There is more disobedience, less real regard for law in America than one would expect in a nation whose citizens have had such unusual educational opportunities.

This seems rather a strange thing. One might expect people to be scornful of laws imposed upon them by dictators. They might then excuse themselves on the ground that only by disobedience could they assert their rights. They might claim they were not bound to respect laws in the making of which they had no part.

But in the United States laws come from the people themselves or their representatives. There seems little excuse for the disregard of laws which the people make and which they may change at will. All people do not approve every law, to be sure, but a majority makes or unmakes laws. If we accept the principle of democratic government, we must all agree to abide by whatever the majority does.

Why is there such widespread disrespect for law in the United States? It must be that many people, while agreeing in a general way that laws should be obeyed, do not take the necessity of obedience seriously. Why, they may ask, should we obey law at all times?

There are several good reasons. One is that it is safer to do so. A person who violates law endangers his own security and happiness. He is likely to get into trouble. He does not intend to do so when he begins by violating seemingly unimportant rules or laws. He thinks little about it when he disobeys traffic regulations or other city ordinances. But these violations tend to break down regard for law and it is easier, as time goes on, to violate other rules and laws.

Eventually the law violator, without thinking of himself as a very bad person, may offend in such a way as to cause himself and his family much trouble and grief. The surest safeguard against such a possibility is for each person to get into the habit of obeying law on every occasion. Then an atmosphere of respect will be created in the school and the community. You, yourself, will be safer for the double reason that you will not commit a crime and that others are less likely to do so.

There are other reasons for support of the law, however, aside from fear of consequences. There is the real satisfaction which comes to any person when he knows that he is playing the game of life fairly and honestly; when he obeys the rules, and helps to make his home, his school, or his community what it ought to be.

Civilized living together comes only from making general rules of conduct, and there can be no progress unless all or nearly all the people are intelligent and high-minded enough to conform.



MODEL of a new machine for treating cancer, developed by Great Britain's Atomic Energy Authority. The machine uses cesium 137, a metal resembling potassium. The model was exhibited recently to chemists in West Germany.

Science in the News

ONE of the longest total eclipses of the sun will take place next Monday (June 20), but it will not be seen in the United States. The spectacle of the moon blocking out the sun will last for seven minutes and eight seconds—the longest solar eclipse since the Seventh Century A.D. Its path will extend along a narrow strip of the earth's surface, beginning in the Indian Ocean and traveling east across Ceylon, Thailand, part of the Philippines, and the Pacific Ocean north of the Solomon Islands. There will not be another eclipse which will last for such a long period until 2150 A.D. A large group of astronomers from the United States and other countries will observe the eclipse in Ceylon.

The U. S. Department of Agriculture has developed two concentrated fruit juices which can be kept for a year without losing flavor or spoiling. The new juices do not have to be kept under refrigeration. So far grape and apple are the only juices developed under the new process. They can be stored in either glass or tin containers.

A new anesthetic, called Viadril, is reported to be the safest and most effective known. Doctors who are testing it say that it allows easier control of the patient than present anesthetics do. Smaller amounts are needed to prepare patients for surgery, and patients recover from Viadril with less difficulty.

A Princeton University scientist expects to continue his travels this year to study the earth's shape. Professor William E. Bonini has already been to some 85 countries and gone around the world six times, taking measurements in order to determine the world's exact shape. Professor Bonini takes his measurements with a gravity meter, an instrument similar to a small weighing scale, and valued at \$9,000. Last summer he made three trips around the world with two of the meters, making 150 observations in 38 countries. With the meter he measures the force of gravity at a cer-

tain point on the earth. By doing so, he can determine the height of that point, since the pull of gravity decreases as the distance from the center of the earth increases.

With the conquest of two more Himalayan peaks—Mounts Kanchenjunga and Makalu—in recent weeks, climbers look toward a new "highest unscaled summit." It is 27,890-foot Lhotse, near Mount Everest.

Everest, the world's highest peak, was scaled in 1953; Mount Godwin Austen, in 1954. This spring saw 27,790-foot Makalu, the fifth highest summit, climbed successfully by a French expedition. Then a few weeks later, Kanchenjunga, at 28,146 feet the world's third highest peak, was scaled by a British team.

Pronunciations

Algeria—äl-jēr'i-uh
Baudouin—bō-dwān'
Kanchenjunga—kūn'chēn-jūng'gā
Lhotse—hlaw'tsē
Makalu—mū'kālō
Nepal—nū-pawl'
Ruanda-Urundi—rōo-ān'dā ōo-rōon'dē



NEW CERAMIC FILTER for use in making Salk polio vaccine. The filter contains over 800 million tiny holes per square inch, through which vaccine materials are strained to assure purity.

News Quiz

St. Lawrence

1. Briefly describe the waterway system formed by the Great Lakes and the St. Lawrence River.
2. From the standpoint of navigation, what is the chief aim of the St. Lawrence Seaway project?
3. Who is building the power dams that are closely related to the seaway?
4. How much are the U. S. and Canadian governments spending on seaway dredging and construction?
5. What arguments are put forth by opponents of the seaway?
6. How do its supporters reply?
7. List several cities where important harbor improvements are planned, or under way, because of the seaway project.
8. Why is it necessary to relocate villages, highways, and railroads along the banks of the St. Lawrence?

Discussion

Do you believe that the St. Lawrence project will prove beneficial to the United States? Why or why not?

Belgian Congo

1. What was the occasion of the recent celebrating in the Belgian Congo?
2. Briefly describe the Belgian Congo.
3. Why have the achievements of recent years in the Congo been so remarkable?
4. In what respects is the Congo a rich land?
5. Why do Belgian leaders want Congo workers to have good pay and living conditions?
6. What steps are being taken to improve living conditions in the Congo?
7. Why do the Congo's rulers discourage native participation in political matters?
8. What—according to Pierre Ryckmans—are Belgium's hopes for the future of the Congo?

Discussion

1. Do you or do you not believe that the natives of the Congo should at this time have a voice in running their land? Explain.
2. Do you think that the Belgian policy of placing emphasis on economic progress prior to political progress is a sound policy for other colonial powers who wish to avoid trouble in the lands they hold? Why, or why not?

Miscellaneous

1. By what date must Congress act on bills which provide many government agencies with the funds they need to carry on their work?
2. When will cities across the nation take part in a practice bombing alert?
3. List some of the rules governing the display of our flag.
4. What is the United States Supreme Court's plan for doing away with segregated schools?
5. What is the chief cause of trouble in French North Africa?
6. In what way does President Eisenhower want to change our law for admitting refugees to the United States?
7. What organization has been a good example of international cooperation for the past 80 years?

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WEEKLY DIGEST OF FACT AND OPINION

(The views expressed on this page are not necessarily endorsed by the AMERICAN OBSERVER.)

A Debate on Federal Aid to Education by Edgar Fuller, who says "Yes! National government must share," and Burges Johnson, who says "No, Schools are local business," from *The Rotarian*.

YES, the preservation and improvement of our system of society makes it necessary to use all our human resources. Education has a great role in preparing the people of the U. S. A. to solve the problems of our time. In support of federal aid let us examine three aspects of the problem:

1. *Need.* For the foreseeable future, increases in enrollment, the deficit in classrooms caused by the war and depression, shifting population, and extension of educational programs require us to increase the present building rate of 60,000 instructional rooms to at least 100,000 each year.

2. *Local-State-Federal Sharing of Costs.* Without federal help, local and state tax receipts are not high enough to support the need. The federal government helps pay for highways, hospitals, and other kinds of service in agreement with the states. Why discriminate against education?

3. *Federal Control of Education.* The fear of federal control of education has accounted for the defeat of so-called "federal aid" for many years. This objection to the federal-aid bills was widely regarded as plausible because the proposed federal funds would be available for current and recurring expenses of education, such as teacher salaries, school supplies and pupil transportation. School-construction bills now before the Congress would not suffer these handicaps; no federal influence could touch the educational programs later to be conducted in the school plants constructed.

NO government subsidizing of our public schools should be permitted. Government aid would mean eventual government control over them. The government cannot pay for our schools without classifying them and standardizing them and then requiring them to stay within those classifications.

Centralized authority over public schools at the state level has revealed many weaknesses; at the national level it would be worse. When politics is introduced into the management of education at any level, we have at once a rot spot in a sound apple.

A basic question is whether the states and even local districts have



THE RACE THAT NEVER ENDS

exhausted all opportunities to raise sufficient money to educate their own children. According to the *New York Times*, a commission including highly regarded educators and the Federal Commissioner of Education made a confidential study of the problem. They were "unable to find a state which cannot afford to make more money available for schools."

If schools all over the country are too few and too badly equipped because their districts cannot afford to put any more money into the education of children within their boundaries, then by all means let Uncle Sam come to their aid—but not by purchasing any right to school supervision or control. Let him instead assume the cost of the other town utilities, such as roads and town lighting and town policing. Federal aid for roads and lights and highway policing would be withheld from any community of whatever size which did not immediately add an equal amount to its school budget, to raise teaching salaries or improve classrooms or both.

By such a round-about device our towns would be assured of decent roads, adequate lighting and policing and an increased expenditure for their schools, without any surrender of local authority over the children's schooling.

"A Highway to Peace and Plenty," by Hubert Herring in the *Los Angeles Times*.

It won't be long now, not more than three years, until Californians can take to the Pan American Highway and drive 3,175 miles south of the border—through Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, and Panama.

That is, it won't be long if Congress decides to follow President Eisenhower's advice by voting 75 million dollars to finish the job. The comple-

tion of the highway is a bargain purchase in today's pursuit of friends and security. After all, most of the work is done; of the total stretch to Panama, 2,182 miles are already hard-surfaced, another 813 miles are untouched. There are sound arguments for getting the job done. It has been dragging along since 1941.

The new highway has a bearing upon American security in peace and war. The Panama Canal is very much our national business, and we need to make it accessible by land as well as by sea.

The highway would open up Central America to more travelers, many from the United States. The presence of North Americans, the business they bring, their friendly ways will prove good examples for the way of life we cherish and make the Latin lands less susceptible to Red propaganda.

There is no doubt that the highway will fortify Central America's prosperity—and that will help the United States as well. A prosperous Central America will make a better neighbor.

And—most important—the highway should help to quiet the feuds which have run their angry course between those long isolated states. When the roads are opened the people will visit back and forth. The old barriers will fall and trust will grow. The highway may do more to end the long strife between these republics than all the arguments of diplomats.

"Britain Comes Back," by Charles Lucey in the *Richmond Times-Dispatch*.

British postwar influence and her place as America's stoutest ally have strengthened as she has become economically sturdy and less dependent on outside help.

Last year she made 1,000,000 motor vehicles and sold half of them overseas to rank as the world's leading auto exporter. A challenging new

chemical industry sold the world 30 per cent of its output. Britain is making a good show with electrical and electronic goods, too.

But competition is steadily tougher. A surging West Germany and Japan are bidding for world markets. The men who run England today know their country has a challenge to compete successfully overseas, that Britain must compete to survive. Their task is to create consciousness of this in the mills and mines so as to produce that little extra margin which means survival.

Britain is making a good fight to recover what she lost in production during the war years and afterward. Last year Britain doubled its prewar peak in auto production. In Cardiff, Wales, a decade ago an old steel plant was making 10,000 tons of steel a week. It is making 35,000 tons weekly now and will soon be producing 44,000. That means a 10 per cent addition to Britain's total steel output.

Many facts like these point out how Britain has come back after the dark days of the early postwar period. The nation has made a stirring resurgence. But its position in the world is always perilous, and it cannot let up.

"Wheat Surplus," by Wayne Gard in the *Dallas Morning News*.

Adverse weather conditions have been helping to relieve federal officials of worry over the great pile of surplus wheat. So have the jack rabbits and various insects. Added to earlier drought conditions, the March freeze and infestations of green bugs are expected to make this year's harvest unusually low.

Yet, even if no wheat at all were harvested this year, the country would have on hand a billion bushels. That would be more than enough to supply all domestic needs and normal exports. It would be four times the carry-over of three years ago. Warehouses over the whole country are bulging with wheat. Vast quantities have been stored in obsolete ships tied to wharves on the east and west coasts.

Selling surplus wheat abroad is becoming increasingly difficult. Europe is growing seven per cent more than before World War II, and Asia 15 per cent more. Too, the domestic demand has tapered off because more Americans are watching their waistslines. The average person here, who ate 4.1 bushels of wheat 15 years ago, now consumes only about three bushels.



TEXTILE MILLS, like this one, and other factories in Great Britain have been enjoying a profitable business boom



DRAWN FOR AMERICAN OBSERVER BY JOHNSON

THE Pan American highway system is intended as a network that will help bind the Americas together.